

CHAPTER 6

Reception, Staging, Onward Movement, and Integration

RSO&I is a crucial phase of an APA operation. It begins on arrival of the first APA ship or the first aircraft of the main body at the designated APOD/SPOD. It ends when adequate equipment and supplies are discharged and issued to awaiting units; C² communications are established; units have moved to the TAA; and the ARFOR commander reports that all essential elements of the heavy brigade have attained combat readiness. The brigade's simultaneous or subsequent tactical operations and movements to those operations are not considered part of the APA operation.

RESPONSIBILITIES

Discussed below are the responsibilities of the AR FOR commander, the Army transportation composite group, the MTMC port management cell, and the OPP for this phase of the operation.

- Providing initial life support.
- Assisting the APA heavy brigade to prepare for its operational mission.

Army CTG

The Army CTG is responsible for planning and executing transportation operations in the marshaling area. This includes operation of the APOD/SPOD and all onward movements of personnel, supplies, and equipment from the APOD and SPOD. Army terminal operations at the SPOD will include loading, discharging, and handling in-transit supplies, equipment, and personnel between any of the various modes of transportation. Terminals are established for cargo being transferred at beginning, destination, and in-transit points.

MTMC Port Management Cell

The MTMC port management cell is the port manager for the theater's common-user seaports. Functions performed in support of the CINCs execution plan include—

- ### ARFOR Commander
- The ARFOR commander's responsibilities for RSO&I operations include—
- Preparing the RSO&I plan.
 - Synchronizing air movement and APA ship arrival.
 - Establishing operating locations and facilities in the marshaling area.
 - Coordinating arrival and discharge of equipment and supplies from the APA ships—in port, across a beach, or a combination of both.
 - Coordinating arrival and discharge of airlifted elements.
 - Providing personnel, equipment, and transportation to clear the ports, move forces to final destination, document actions, and provide reports.
 - Providing communications and security.

- Conducting surveys of seaport capabilities.
- Interfacing with host nation on port-related issues.

- Determining the order of work for the port operator based on CINC priorities.
- Contracting for stevedoring and related terminal services.
- Booking/administering DOD cargo activities with commercial ocean carriers.
- Preparing ship manifests and other documentation.
- Operating seaport management systems.
- Facilitating customs clearance.

Off-Load Preparation Party

Once on board the vessel, the OPP will coordinate with the ship's master for specific guidance regarding authorized operations aboard the vessel. OPP operations will include (not in order of precedence):

- Annotation of equipment shortcomings.
- Validation of equipment on board and conditions for the port operator and the Commander, AMC LSE.
- Correction of maintenance problems where possible.
- Annotation of log and weapon books for each vehicle as required.
- Maintenance and provision of readiness information.

A more detailed description of these tasks can be found in the AMC OPP SOP and in APA Battle Books.

Discharge of the ship is the responsibility of the port operator. In order to avoid interfering

with ship discharge, OPP functions end and discharge operations begin at portside. Upon completion of OPP functions, AMC personnel not permanently assigned to the APA ship transition to the C² of the AMC LSE ashore. Other non-AMC OPP personnel revert to their respective parent organizations as de facto advance party elements and will provide logistics intelligence to respective organizations regarding the equipment status and problems impacting discharge and receipt as appropriate.

Port Support Activity

The PSA is a temporary military augmentation organization consisting of personnel with specific skills that aid the port commander in receiving, processing, and clearing cargo at both the SPOE and SPOD. Stateside installations are delegated specific ports to which they must provide the PSA and other logistics support for deploying personnel. Installation commanders responsible for deployments should not, where practical, task deploying units to support the PSA.

Under OPCON of the port operator, the PSA ensures that deploying units' equipment is ready to be loaded onto vessels or handed over to the unit at the SPOD. PSA functions may include maintenance, correcting configured equipment loads, providing security for sensitive cargo, and driving requirements within the marshaling area. The PSA provides daily operational reports to the port commander of cargo received, maintenance performed, and operational problems. See Appendix B for more details.

LOGISTICS SUPPORT

USAMC provides the LSE to deploy to the marshaling area. Early LSE deployment is necessary to provide maintenance, technical assistance, equipment accountability and transfer, as well as other logistics support as needed. The LSE will provide current tactical Standard Army Management Information System (STAMIS) baseline and printed hand receipt by unique unit identification code.

The LSE is normally task-organized after issuance of the warning order and development

of the concept for deployment. LSE (minus), which should be programmed early within the TPFDD, will accompany and receive initial life support from the APA contingency force. The APA contingency force will provide an LO to the LSE. As the theater matures, the LSE must continue to receive life support from the theater base.

USAMMA will provide an MLST for coordination and control of Class VIII. The USAMMA MLST will depend on the ARFOR for

life support until the deployment of the theater medical materiel management center and/or a medical logistics battalion. Upon completion of the mission, the USAMMA MLST will receive assignment instructions from USAMMA in

conjunction with the senior medical C² organization in the theater. The USAMC LSE/USAMMA MLST will perform the temporary transfer of accountability for all classes of supply as specified in Annex A to Appendix A.

TRANSFER OF ACCOUNTABILITY

Each NICP and the service item control center at the Army Petroleum Center will account for and manage APA stocks. The Standard Depot System and the tactical STAMIS will maintain the custodial records of cargo aboard each of the APA ships.

To facilitate rapid temporary transfer less Class V during deployment, that is, within 48 hours, tactical STAMIS will be on board each ship. When a ship arrives at a port, stocks will be discharged in quantities as determined by the theater commander. Temporary accountability of these stocks will transfer from USAMC and USAMMA to the deploying unit. Conceptually,

all material on APA ships will be tagged with state-of-the-art identification material.

During the redeployment phase, prior to returning to home station, equipment and supplies on the tactical STAMIS hardware will be turned in to a designated site within the theater of operations. Detailed hand-off and accountability procedures will be developed to ensure the most effective and efficient property transfer occurs to support the warfighter at deployment and the reconstitution of APA capability at redeployment. Accountability procedures are further defined in Annex A to Appendix A and in APA Battle Books.

THE MARSHALING AREA

The marshaling area is an area of sufficient size and facilities—airfields, ports, beaches, staging and assembly areas—to perform the complex tasks of arrival, discharge, equipment

and personnel linkup and staging, supply distribution, assembly, and preparation of forces for employment. See Figure 6-1 for the general organization of a marshaling area.

MOVEMENT CONTROL

A movement control element will deploy with the Army transportation element to coordinate the onward movement of supplies, personnel, and equipment.

The AACG provides an interim capability until the arrival of the air traffic movement control team.

Arrival Airfield Control Group

The AACG is responsible for the reception and, in conjunction with the movement control team, the coordination of onward movement.

Port Support Activity

The PSA provided by the APA contingency force will assist in the throughput of the APA equipment. The PSA, which is OPCON to the port commander, includes the OPP and additional personnel, for example, drivers and mechanics.

DISCHARGE OPERATIONS

APA deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pierside discharge of two or more

APA ships is the preferred method of discharge. Where possible, select the best unconstrained port in the AO. Unconstrained ports have

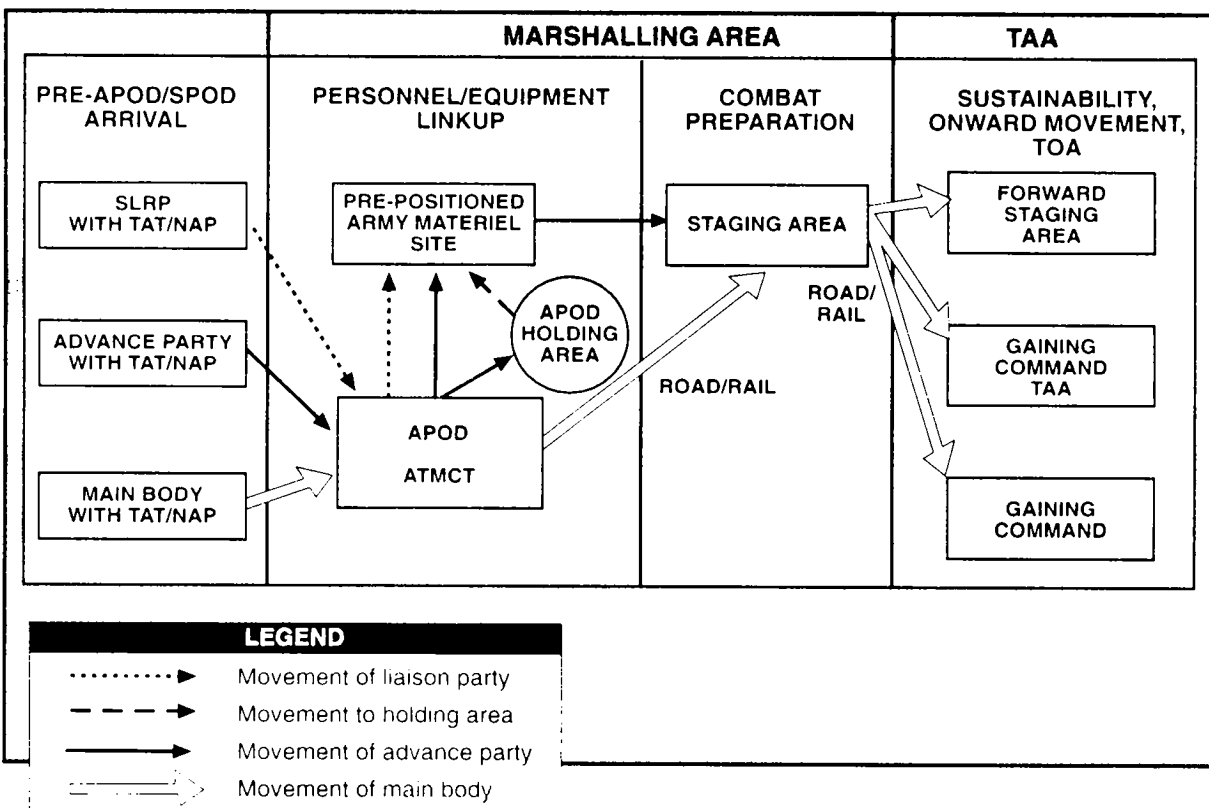


Figure 6-1 - The Marshalling Area

multiple deep-draft shipping pier space, clear shipping channels, land-based cranes, and sufficient staging area. If sufficient unconstrained ports are not available, then

discharge operations will be conducted using a combination of unimproved ports (that is, some LOTS will be required) and/or over a bare beach.

AIR OPERATIONS

Once aircraft are discharged, personnel and cargo come under ARFOR control for RSO&I. The CTG and movement control element coordinate this phase.

Ideally, the APOD is located in proximity to the SPOD. APOD operations must meet requirements of the TALCE and AACG. Designation of discharge ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the discharge ramps to avoid congestion and to facilitate loading passengers

and equipment of the arriving units. Facilities will also be established for AACG and TALCE support C², communications, and life support.

Air cargo transfer operations within the theater also take place at other Air Force and Army air terminals. The ARFOR may be responsible for loading and discharging Air Force and Army aircraft at forward or small austere landing fields that are not a regularly scheduled stop for theater airlift. An Army cargo transfer company or AACG can provide this capability.

PORT OPERATIONS

Ocean water terminals are classified as fixed-port facilities, unimproved port facilities, or bare-beach facilities. Discharging APA ships pierside in port accelerates throughput, requires less personnel than a beach operation, and reduces the potential for damage or loss to supplies and equipment. Ports are far less susceptible to the effects of sea state and weather. On the other hand, port operations require more interface with the host nation and increase the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered.

Fixed-Port Facilities

Fixed-port terminals are an improved network of cargo-handling facilities specifically designed for transfer of oceangoing freight, vessel discharge operations, and port clearance. Deep-draft oceangoing vessels come alongside a pier, ship, or quay and discharge cargo directly onto the apron. Most cargo is moved into open or covered in-transit storage to await terminal clearance. Selected cargo may be discharged directly to land transport. Fixed-port facilities may also have state-of-the-art facilities and equipment to support cargo discharge and port clearance operations.

Unimproved Port Facilities

Unimproved port facilities are those where at least one of the following conditions make it less productive than a fixed-port facility:

- Port not designed for the type cargo carried, that is, containers.
- Lack permanent fixed equipment or the wrong type equipment in working areas.

- Insufficient berth length and/or water depth alongside the berth for the type vessel used.
- Exposure to the elements and passing traffic that hinders vessel operations.
- Damaged fixed port.

Any one or a combination of these conditions qualifies a port as an unimproved port facility and may require augmentation from a terminal service company and shallow-draft lighterage to discharge vessels.

Bare-Beach Operations

In bare-beach operations, Army lighterage is used to transport equipment and cargo from ship to shore for discharge across the beach. No facilities equipment or infrastructure may exist at the site to discharge cargo or conduct port-clearance operations. Beach terminals require specifically selected sites where cargo is delivered by lighterage to or across the beach and into marshaling yards or onto waiting clearance transportation.

LOTS Loading and Discharging

LOTS loading and discharging operations are conducted over unimproved shorelines; through fixed ports partially destroyed; through shallow-draft ports not accessible to deep-draft shipping; and through fixed ports that are inadequate without using LOTS capabilities. For more information on LOTS, see Joint Pub 4.01-6.

POL and Ammunition

POL and ammunition should not be held in the port or port overflow areas but should be transported directly to the storage sites. Ideally, separate terminals would be designated for these operations.

MOTOR TRANSPORT

The Army CTG will provide motor transport assets to move unit equipment, supplies, and personnel to the TAA until the corps support group (if any) is established. Motor transport terminals are located at both ends and

intermediate points along line-haul routes serving as a connecting link between local-haul and line-haul service or where terrain necessitates a change in the carrier or mode. Cargo transfer companies and trailer transfer

points can also provide limited local hauling service in and around motor terminals. Where the tactical situation permits and assets/services

are available, the HNS will control/provide this function.

INLAND TERMINALS

Inland terminals are established for transshipment of supplies, equipment, and personnel along theater air, inland waterway, rail, and motor transport routes. The senior

movement control element recommends terminals serving rail and inland waterways along existing routes whenever sufficient lift capability cannot be provided by motor and air.